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No. 16,588. 號八十八百五十六萬壹第 日二初月六年三統宣 HONGKONG, TUESDAY, JUNE 27TH, 1911. 二拜禮 號七廿月六年一一百九十一英港香 PRICE \$3 PER MONTH.

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[630-5]

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
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[635-1]

## GREEN ISLAND CEMENT COMPANY

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Hongkong, 29th April, 1908.

[679-8]

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Hongkong, 16th June, 1911.

[545]



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"CORONATION" WINE.  
POMMERY and GRENO.  
IN MAGNUMS, QUARTS AND PINTS.  
SOLE AGENTS:  
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92a]

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N.B.—There will be no MORNING STEAMER from MACAO or AFTERNOON STEAMER from HONGKONG on SUNDAY, the 2nd July.

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	Length on Keel-Blocks.	Breadth at Entrance	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
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No. 1.	No. 2.
7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet
Breadth	56 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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NO. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

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LATEST FASHIONS OF

CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION  
CHOICE ASSORTMENT OF  
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.  
INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911.

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## LANE, CRAWFORD & CO.

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[54]

## HOTELS

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Large airy Public Rooms.  
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Bedrooms with European Bath and Lavatory attached.  
Perfect Sanitation.  
The new Lounge will shortly be completed.  
A la Carte Restaurant and Grill Room.  
Open 1st October.  
J. H. TAGGART, Manager.

[531]

MANAGER.

Hongkong, 23rd July, 1905.

[a630]

### GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and airy rooms, hot, cold, and shower baths, electric light throughout and fans, large and comfortable lounge, private and public bars and billiard rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly rates for dinner and dinner. Special rates for married families, application to

FREDERICK BEICHMANN, Proprietor.

Date Manager of J. H. LYONS (Trocadero) leading caterers in London, and GRAND ORIENTAL HOTEL, Colombo.

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 1st September, 1910.

[a43]

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PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet lawns, Large airy and well furnished rooms, every home comfort. Fine view of the Harbour.

Telephone No. 590.

Apply to Mrs. F. W. VATTS,

"Braeside," 20, McDonald Road.

Hongkong, 4th December, 1907.

[a3



## SUPREME COURT.

Monday, June 26th.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

## CHINESE AGE AND CUSTOM.

An issue was tried in the action between Chong Hing Lau, otherwise Hui Hing Tong, and C. Wilson, Tang Pun Sang, and Chan Wai San, as to whether the defendant Tang Pun Sang was an infant at the date on which the cause of action herein accrued, and that the costs of the application be costs in the cause.

Mr. Eldon Potter, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings), appeared for the plaintiff, and the Hon. Mr. C. G. Alabaster, instructed by Mr. F. X. d'Almeida Castro (of Messrs. d'Almeida & Smith), represented the second defendant.

Mr. Alabaster said, the only question his Lordship had to decide on this particular issue was whether the second defendant was an infant at the time this action accrued, and as that was the defense the burden to prove it lay upon him. The writ was dated May 4th, 1910, and his Lordship would see that the claim was for money lent on two dates, the 9th and 15th April, 1910. He intended to prove that the defendant was born in Canton on December 12th, 1889, consequent on April 9th, 1910, he would be about 20 years and four months old.

Mr. Potter—My friend ought to have told your Lordship that it is admitted in this action that the defendant was a partner in this firm, that we had lent the money, and that on the outstanding point was the question of infancy.

Mr. Alabaster—I said the only issue in this application is the question of the defendant's age on the date the writ was issued.

Tang Yau Shu deposed to being the mother of the defendant, but she did not remember the year of his birth. She knew, however, that he was 23 years of age according to Chinese reckoning.

Cross-examined by Mr. Potter:

You are aware your son entered into a partnership and subscribed a sum of \$3,000?—I am aware now, but I did not know previously.

Are you aware that your son entered the Diocesan School?—Yes.

Are you aware that he is entered in the register of that school as having been born in 1888?

Mr. Alabaster—That wouldn't be evidence my Lord. Your Lordship held precisely the same thing with regard to the prison register the other day. It does not speak for itself.

His Lordship.—There are other questions as to who entered him, and who made the entry.

Mr. Potter (to witness)—Was it you who gave his sign at the Diocesan School?—No.

Was it his father?—I don't think so.

Mr. Alabaster—How old is your son by Chinese reckoning?—23 years.

His Lordship—I don't know how I am going to decide this question. There seem to be as many points of evidence and fact involved. I really ought to have a Chinese assessor, or should have referred it to a small board of Chinese experts. Then there is the question of identity.

Mr. Alabaster—A mother can identify her son, and no such has nephews.

His Lordship—He looks to me much older than 21. Only the evidence of the father and mother is strictly admissible. The evidence of the man himself is not evidence. I agree that there are shreds of evidence.

Mr. Alabaster—I could not possibly be stronger.

Mr. Potter—That may be, but it may not be strong enough.

Mr. Alabaster—I have produced the only evidence that can possibly be available.

His Lordship—I must have very strong evidence where there is a man who acts as if he was of age.

Mr. Alabaster—He was very nearly of age.

His Lordship—He looks about thirty. What weight am I to attach to the evidence of Chinese woman who says her son is 23, and does not know the date on which he was born? I should have thought there was some record in a Chinese family as to when the children were born.

Mr. Alabaster—if my witnesses' demeanour in the box was such as to make your Lordship think they had been lying, I don't think I can take it any further.

His Lordship—No, but I ought to have some further evidence. This is really a question which ought to be decided by the Registrar, General and Chinese.

Mr. Alabaster—I should have thought it was, too, but I came in on the order of the Court.

His Lordship—I should have thought this would have been decided by Chinese. This is the first time I have been called upon to decide the question and I am completely nonplussed. I should prefer to refer it to a referee, or to two referees. The fact of infancy or the fact of age must be determined by a man's own law. If there is nothing in that law to prevent him contracting, then he comes under English law to see if there is anything to prevent him.

Mr. Alabaster—There are two possible defences. If Chinese law does not free this man from liability, then perhaps English law does.

His Lordship—The question is very complicated. English law is merely that an infant cannot contract.

Then there is the question as to whether he is in fact an infant, that is to say, whether he has contractual capacity, and that question has to be determined by his own law.

Mr. Alabaster—That could not be held possible on this issue. The place of contract, the

place where the contract was entered into, and the place where the parties reside are all points for consideration.

His Lordship—This is a mere question of if in fact, he is an infant by his own law. If he is, he cannot contract.

Mr. Alabaster—In a contract made for a business to be conducted in a British Colony, that is more than arguable. I should say that it is governed by British law.

His Lordship—The question whether an infant can contract in Hongkong is a question of English law. Whether he is in fact an infant is a question of his own law. Supposing a man by his own law is of age at 15, he undoubtedly can contract.

Mr. Alabaster—May I take an extreme instance and assume that a Chinaman can contract at any age.

His Lordship—That is another point altogether. The first question is, whether the person is a minor or a major.

Mr. Alabaster—I submit with respect, before you come to that, assuming you are going to look at it by Chinese law, that you may find there is no such thing as infancy in that law.

His Lordship agreed.

Mr. Alabaster—Assuming that, would your Lordship hold that if a moneylender lent a sum of money to a boy of seven?

His Lordship—That is not the question. Take the simple case whether there is in fact a majority or a minority by the law. What the consequences are in a foreign country is quite immaterial. The general Common Law of England is that a man comes of age when he is 21 for all purposes, subject to a few exceptions.

Mr. Alabaster—full age must mean full age for all purposes. We may find a Chinese full age for marriage, but not for other purposes.

His Lordship—That really means he is of fair-irreverable age. It does not say he is of full age. If a person is of full age under Chinese law, then he can contract in England. I have to deal with this question at all. I intend to prove that the defendant was born in Canton on December 12th, 1889, consequent on April 9th, 1910, he would be about 20 years and four months old.

Mr. Potter—My friend ought to have told

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For Freight or Passages, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 27th June, 1911. [878]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

**T**HE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 26th June, 1911. [878]

## INDRA LINE LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

**T**HE Steamship

"INDRADEO," having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at THE RIVER into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd July, at 6 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 1st July, at 10.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 26th June, 1911. [877]

## ITALIAN MARBLE.

**M**ONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock— BROWN, JONES & CO.

41, Morrison Hill Road, Hongkong, 1st June, 1911. [776]

## NOTICE.

**I**t is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS Estate Co.'s Flats in Nathan Road. Those interested in the above project are requested to send in their names to

The Secretary, HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 22nd June, 1911. [872]

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Care of "Daily Press" Office, Hongkong, 20th June, 1911. [860]

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Photographic Goods of every Description in Stock.

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TO LET.

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## TO LET

## TO LET.

**F**IRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL.

FOUR ROOMS on Ground Floor of College Chambers for Offices (2 minutes from Clock Tower). Can be let separately. Rent moderate.

Godowns in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

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Hongkong, 14th February, 1911. [543]

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Hongkong, 24th February, 1911. [362]

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[56]

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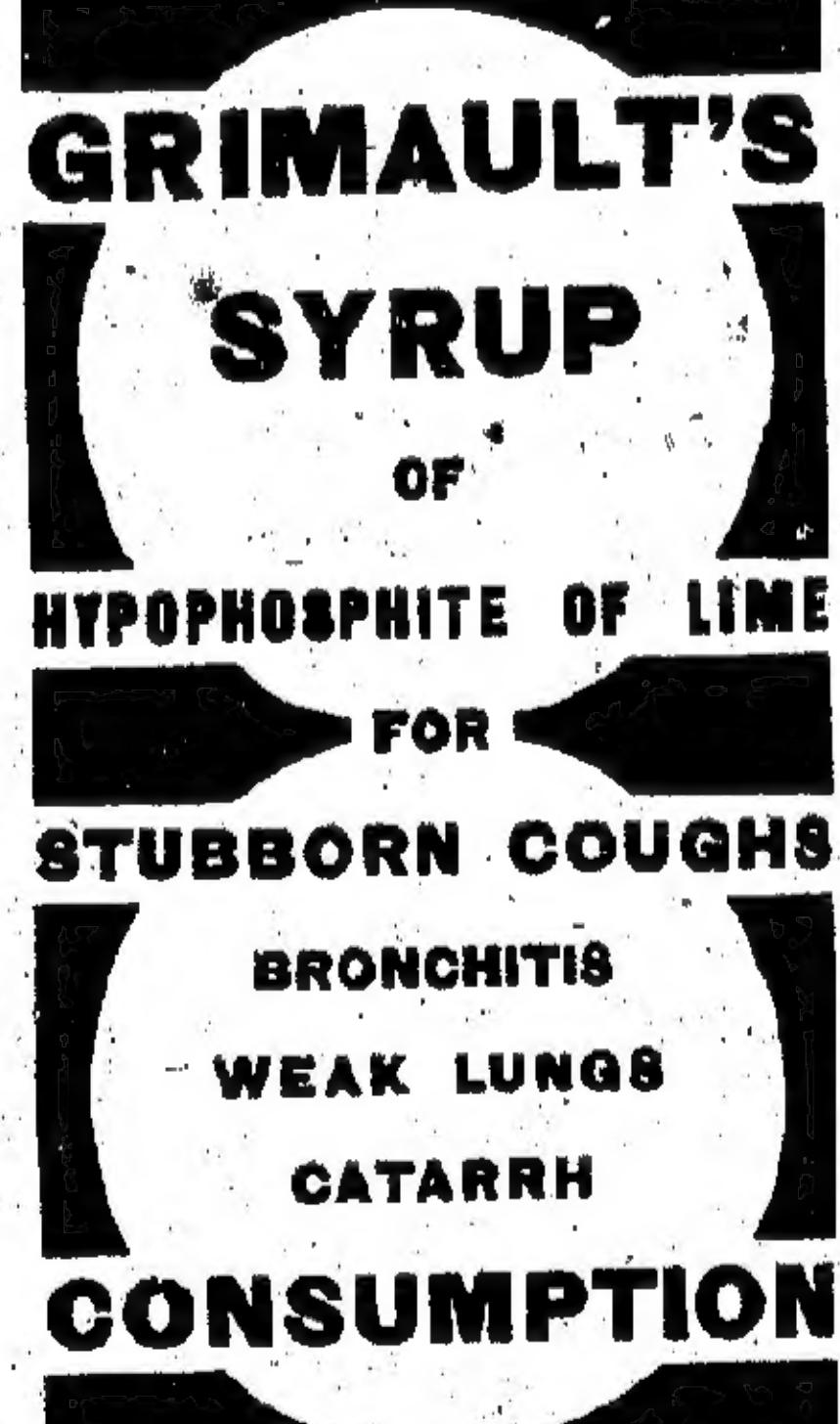
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[56]

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## IS LAZINESS A DISEASE?

AN EASY METHOD OF OVERCOMING  
LAZITUDE.

Sir Joseph Fayrer, in his book, "The Preservation of Life in India," points out that the exposure to the direct solar heat or to a high temperature in the shade may induce heat exhaustion, ardent fever, and other evils of a more insidious character, by injuring the nervous system, increasing irritability, depressing vital energy, and affecting the internal organs, especially the liver.

Leaving out of consideration the serious conditions which are sufficient to prevent the sufferer attending to his duties, we are, nevertheless, brought sharply up when we consider the importance of depressed vital energy which manifests itself in a feeling of languor and reluctance to undertake anything involving either mental or physical activity.

"Laziness" is the epithet which those who are highly endowed with vitality invariably apply to those who exhibit the symptoms of the *enervi* and overmastering disinclination to exertion. Laziness, however, the one thing they are not. How far their condition is due to a draining away of the phosphorus which, as Professor Thunenius of King's College, London, has pointed out, "it is almost certain has an essential importance for the life of the cell and for the biochemical processes going on within it" has not been accurately determined. That there is reason for supposing that it is due to this cause is proved by the fact that people who are laziest and incapable of much exertion derive benefit from taking salts of phosphorus, in the same way as do sufferers from conditions in which the phosphorus salts are nearly always deficient in the body.

## GREAT MEDICAL OPINIONS.

For lack of energy, which involves physical debility, "the best and most readily assimilable food is a combination of casein with glycerophosphates," as Dr. D. B. Jones has written in a paper, an abstract of which was published in the "Indian Medical Gazette" some little time ago.

For some years past he has obtained this combination in Sanatogen, which, as most people now know, is a chemical combination of the pure casein or body-building element of milk with glycerophosphate of sodium. The phosphorus in this wonderfully invigorating and revitalizing preparation is in exactly the same form as that in which it is found in the general condition. Moreover, as that distinguished physician, Sir William Gowers, has pointed out, phosphorus notably increases the proportion of the red cells in the blood.

It must be clearly understood that the phosphorus needed in these cases of lassitude and lack of energy and best supplied in the form of Sanatogen must be regarded as a food, not as a medicine, since it supplies an element which is notably deficient in the body.

When Sanatogen is taken, the sufferer is rapidly restored to normal vigour and vitality. He is soon able to resume his duties with alacrity, and to perform them without fatigue.

## SIR GILBERT PARKER'S ADVICE.

This restoration of energy by means of Sanatogen has been attested by many thousands of people, both in the tropics and in England. This striking statement on the subject is made by Sir Gilbert Parker, M.P.: "I have used Sanatogen at intervals since last autumn with extraordinary benefit. It is, to my mind, a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind."

His accurate definition of Sanatogen's power to increase the energy and give fresh vigour to the overworked body and mind cannot fail to make a notable appeal to all residents in China who are so prone to suffer from these conditions which are begotten by the environment. By revitalising the blood and improving its quality, as well as by increasing the tone and strength of the whole nervous system and the general bodily functions, Sanatogen will also increase their stock of health, and make them better than they have ever felt in their life, for that is the common experience of those who take the preparation.

Sanatogen has the unqualified written endorsement of more than 13,000 doctors, among whom are the physicians to ten crowned heads of Europe, including Dr. Ott, who was, for many years his late Majesty's physician at Mariebied.

An exceedingly interesting pamphlet, "How to Keep Well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free on application, mentioning the "HONGKONG DAILY PRESS," to Messrs. A. S. WATSON & CO., Hongkong. Sanatogen can be obtained of all Chemists.

[105-356]

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## French Panacea for all Complaints.

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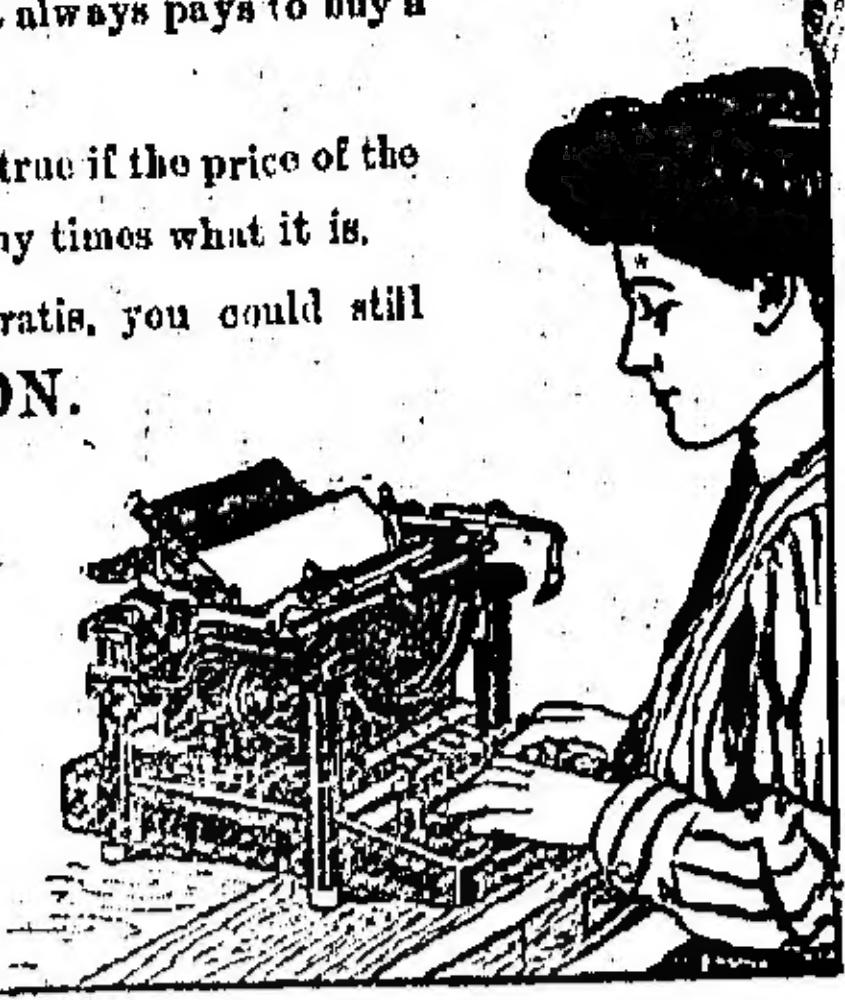
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**REMINGTON TYPEWRITER.**  
We can prove to you that this would be equally true if the price of the  
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FOR

HONGKONG, CANTON AND SOUTH CHINA  
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## OLD CHINESE PORCELAIN.

## A GREAT COLLECTION.

In the same galleries which hold a couple of years ago the notable collection of Chinese porcelain made by and acquired from Sir William Bennett, Mr. Goror, of 170, New Bond-street, is now exhibiting the collection of Mr. Richard Bennett, of Truro Hall, Northampton, in every section of which reigns an even higher standard of excellence. The taste of the man who brought together this marvellous collection is incomparable, his connoisseurship, or that of those who have acted for him, is surprising. It should be stated, by way of preliminary, that this Mr. Richard Bennett is in no way related to, or connected with, Sir William Bennett, the two specialists having only their passion for Chinese art in common. This collection consists chiefly of examples belonging to the later Ming, Kang-Hsi, Yung-Ching, and Kien-Lung periods, but contains also a few beautiful examples of the much earlier Sung, with which connoisseurs made the public but less acquainted in a recent exhibition at the Burlington Fine Arts Club.

It must be owned that the wonderful group of porcelains now displayed is, on the whole, superior in quality to the William Bennett collection, and in many respects, indeed, even to the great Salting collection, now the property of the nation. The latter is, of course, far rarer and more comprehensive, and it is unsurpassed, too, as regards quality in several categories. Yet we doubt whether it can produce anything to match in uniqueness one or two examples in the present group. Without pretending to analyse completely the elaborate catalogue which has been prepared, we may point out one very common error—that of misdescribing in a good many instances the familiar prunus-blossom as hawthorn. This is not the place to discuss nice technical points, but we may record our impression that some of the most perfect specimens classed here as Ming would more properly be put down as early Kang-Hsi. But with Chinese, as with European art, certain amount of flexibility in defining and measuring out periods is indispensable. The world of collectors and art-lovers has lately been greatly attracted towards the earlier Ming, the Sung, and the still earlier periods. No doubt there envelops and beautifies those an atmosphere of romance and mystery, while the constant effort towards perfection gives just that charm which perfection hardly possesses, or, at any rate, does not long retain. Still, it may not be denied that we have here, in these periods of highest achievement, porcelain at its very climax of beauty and finish, showing a supreme mastery of technique, a daring and yet a faultlessness of which it would be vain to look for elsewhere.

## PURE AND NOBLE ART.

It is not only a delight to the eye, but a rest to the weary spirit, to spend half an hour among these things, the finest of which are as pure and noble in design as they are beyond criticism in fitness of balance and finish. Even the more fanciful figures and groups, deliberately humorous and grotesque in design, the pieces which are the phantasies of the collector, are in technique just as exquisite as the rest. Those *magots* (as the French used to call them) were once, and, indeed, in a measure still are, deemed by Europeans to represent Chinese art in its finest phases; they are the *Chinoiserie* which was the delight of France and Germany in the eighteenth century. The lofier forms of the art were then, except in the celadon varieties, too much disregarded. Now we are little by little beginning to understand what the true Chinese ideal was in porcelain, as in art generally, and to find ourselves in complete sympathy with it. Only in one respect is this porcelain of the later Ming and Kang-Hsi periods open to criticism, only in one respect is it manifestly inferior to the art of the preceding dynasties. The modelling of the human figure and face has no longer the sculptural power, the flexibility and completeness, the personal quality that it shows in the earlier Ming and preceding periods. Intensity of expression does not easily go with the decorative splendour and absolute perfection of form and finish. Enshrined in a little temple of their own, fashioned of dark wood, and draped with blood-red satin, are two unique ceramic figures, representatives of the Indian god Vajrapani, who is intimately connected with the Buddha legend. These are put down to the Ming period. They show a decoration in yellow, green, and black of the *famille verte* order, the designs or the various stumps being of singular finish and beauty. The heads, of ferocious and demoniacal character, are somewhat mechanical in rendering, and far from equal to those of the earlier periods, whether in Chinese or Japanese art. Still, from the point of view of the ceramist, these ugly yet brilliant and fascinating figures are marvels. Amazingly absurd is the statement in the catalogue that they have been put by a "great art connoisseur" on the same plane of merit, in ceramics, as the celebrated Venus de Milo is in statuary. Neither the Devil-Gods of Mr. Everett's collection nor the Aphrodites of Melos will gain anything from such a comparison.

## WONDERFUL VASES.

It is impossible to attempt any reasoned enumeration or analysis of these treasures. All that we can do is to refer, more or less at random, to some of the most beautiful things where all is beauty. Perhaps the most satisfying, the most delightful piece in the whole show is the tall white vase (No. 271), with a decoration of rocks, tree-trunks, and red hawthorn (?) extending in a magnificent design over the body and neck of the vase. For, accentuated by a certain nobility of form and richness of design, there are few productions of the Chinese ceramist that can be said to equal this vase, though many exceed it in elaboration and sensational splendour. A pair of square vases, with the flowers of the four seasons on a base of pale yellow, are of the Kang-Hsi period. They are wonderful examples of cunningly natural design and that exquisiteness of colour which in its fastidious per edition discards more show.

Out of the superb group of *famille noire* vases—those in which flowers and foliage in their natural colours are relieved on a ground of brilliant black enamel—w<sup>e</sup> would single out, not, perhaps, as the most finished or precious, but, perhaps, as the grandest in design, a pair of vases with a singularly bold and successful ornamentation of guelder roses. No. 393 is a superb pale-green Ming vase with the so-called hawthorn decoration; its base is of an altogether different design, and probably of a somewhat later period. A cylindrical vase, with a base of biscuit-white upon which is relieved, in the most brilliant and finely graduated greens, a scene of mountain and river in the classic Chinese style, recalls the work of the great masters of landscape in the later periods. Under No. 336 are catalogued three tall pale green Ming vases, the form and design of which attain to what seems an effortless perfection, so fine is the instinct shown in placing the decoration, so broad and true the generalisation from Nature in the flowers and branches. The same praise must be given to a pair of Kang-Hsi porcelain jars, in which a scheme of ornament of the same type is employed, with less grandeur, perhaps, but with an added finesse. There is also an attractive group of small pieces covered

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15/-		Bukit Kujang ...	2.12.6 11% 10/-	R. Est. of Krian R. of Johore ...	4.7.3	30%	10
15/-		Bukit Mertajam ...	3/2	Sagga ...	12.10.0	50%	10
15/-		Bukit Rajah ...	15.10.0 80% 10/-	Sandfield ...	6.7.6	40%	10
15/-		Bukit Selangors ...	6.8.3 7% 10/-	Selator Rubber ...	2.13.0	375%	10
15/-		Castlehold ...		Sempah ...			
15/-		Chanchat Salak R. and Tin ...		Serendyan ...	1.17.6 pm		
15/-		Chersone ...	4.3	Serangoon ...	3.7.0	33%	1
15/-		Cheviot ...		Shelford ...			
15/-		Chota Rubber ...		Siginting (N.S) ...			
15/-		Cicely Ordinary ...	2.5.0 150% 10/-	Singapore Para ...	5/10	124%	10
15/-		Consol. Malay ...	2.5.0 153% 10/-	Straits (Bertam) ...	6/10	72%	10
15/-		Damansara ...	6.15.0 75% 10/-	Strathmore R ...			
15/-		Denniston ...	19/-	Sungei Bahru ...			
15/-		Enbh. Selangor ...	19/-	Sungei Choh ...	4.17.6	20%	10
15/-		Fed. Selangor ...	90%	Sungei Kapar ...	12.7.2	65%	10
15/-		Gna Kee R. Est. ...		Sungei Kruit ...			
15/-		Garing (Malacca) ...		Sungei Lang ...			
15/-		Golconde ...	5.2.6 25% 10/-	Sungei Salak ...	4.7.9	10%	12
15/-		Golden Hope ...	5.15.0 40% 10/-	Sungei Way ...	6.2.6	30%	10
15/-		Gula-Kalumpong ...	6% 10/-	Tangkah ...			
15/-		H. and Lowlands ...	4.18.3 50% 10/-	Third Mile ...			
15/-		Inch Kenneth ...	14.0.0 25% 10/-	Tremelby ...		10%	10
15/-		Johore P.ars ...		Utd. Sua Betong ...			
15/-		Jong-Landor ...		Val d'Or Est ...			
15/-		Juga (Ordinary) ...		Vallambrosa ...	1.13.7	75%	10
15/-		Jura Estates ...					
15/-		K'pong Kunutan ...					
15/-		Kamuning "A" Do. "B" ...	4/2 pm 15% 10/-				
15/-		Kapar Para ...	8.6.0 65% 10/-	5/- paid Options			
15/-		Kellus ...	7% 10/-	5/- paid Options			
15/-		Kepong ...		5/- paid Options			
15/-		Killinghall ...		5/- paid Options			
15/-		Kinta, Kellus ...		5/- paid Options			
15/-		Kluang ...	87.8% 10/-	5/- paid Options			
15/-		Kota Tinggi ...		5/- paid Options			
15/-		Kota Taiping ...		5/- paid Options			
15/-		Kraibong ...	20% 10/-	Anglo-Java ...			
15/-		Kuala Klang ...	7.3.6 75% 10/-	Asahan (Sumatra) ...			
15/-		Kuala Lumpur ...		Bangawan R. ...			
15/-		Kuala Pahit ...		Beaufort ...			
15/-		Kuala Selangor ...		Central Sumatra ...			
15/-		Lata ...	11.10.1 30% 10/-	Indian Peninsula ...			
15/-		Lamadron ...	4.7.0 12% 10/-	Java Amangau ...			
15/-		Ledbury ...	3.15.6 10% 10/-	Kaimais ...			
15/-		Lendu ...	1.17.6 pm 10% 10/-	Langkong ...			
15/-		Lingga ...	2.8.0 150% 10/-	Marlana (Java) ...			
15/-		London Asiatic ...	12.1/1 25% 10/-	Pontianak ...			
15/-		Lumut Est. ...	17.6	Sumatra Para ...			
15/-		Madingley Est. ...		United Sordang ...	5.2.6	10%	10
15/-		Malacca 7/4 Cum. Participating Pref ...	9.8.0 10 10/-	Utd. Sumatra ...	7.9	20%	10

## ON SALE.

## THE DIRECTORY &amp; CHRONICLE 1911.

FOR CHINA, JAPAN, COBEA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with the places, their History, Topography, &c., &c.

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## SHIPPING IN PORT.

## FASHION AND FANCIES.

## HAIR DETHRONED.

It is no longer necessary to have pretty hair, even from the hairdresser. The fashionable head-dress does away with all that. A few curis fastened to the hat (milliners do it extremely well) are all that is necessary for the day, and in the evening even less of woman's crowning glory is allowed to show. Just a suggestion of something less polished and white, than scalp is necessary beneath the hair-ornament, and a curl or two on the forehead has a convincing look, but that is all. These hot nights it would be quite pleasant to be for once without the heavy, hot piles of curls and plait which usually store up warmth on a woman's head. No man can ever realize the full bliss of the moment when a woman, having removed the last hairpin, shakes her hair about her, more especially if circumstances permit a breeze to wander through it. But to return to the more sophisticated pleasures of adornment—the correct thing to do is to wear a close-fitting nightcap, coming well down on the neck of very heavy gold or silver net or tissu, encrusted with bows of jewels, and sewn with pearls in between. If this displeases the taste, a very broad band of metallic material, fringed with large jewels, may be substituted. Waving plumes, held by ornaments which, it is said, would shame the emeralds and rubies of Oriental Princes, may spring from the sides, and, if one feels a little too tired to live up to the whole head-dress, these may be worn alone. The simple morning frock of the future will probably, unless something changes the course of fashion, consist of gold tissue entirely hidden under pearls, with a tuft of diamond fringe, and a shady hat cut out of a single oval (green is so cool for tonic) with a scarf of black opals lightly twisted round the crown.

## MUNIN WHEAT AND RAINPROOF TULLE.

A very fashionable hat-trimming of the moment is wheat made of muslin, with beads of some half-wiry, half-silky material.

Curiously enough, I have only seen this wheat in black or white so far, not once in wheaten or wheat-yellow. Queen Mary's hat at White Lodge was trimmed with white wheat,

made of this silk-muslin, so far as the ear goes.

It has quite the effect of a straight coquy, and has not even the disaduantage of imitating that inhuman ornament. If someone would now only step forward with a substitute for—not an imitation of—parade plumes, the pages of fashion might be cleansed of yet another stain.

A great simplification of the hat question is provided by the invention of rainproof tulles,

an innovation of which surprisingly few people have heard.

It is cheap, and the right kind is very good.

Of course, the word rainproof is comparative.

It would not do, for instance,

for a waterproof on the moors; nor would it make an efficient tent in bad weather.

Its virtue is more negative than positive—it simply refuses to turn itself into the buddled stickiness which represents ordinary tulles after a brisk shower.

Any one who wants to feel like a murderer, a forger, and a cheat at cards rolled into one, has only to wear a hat

rolling entirely on tulles for its trimming (all crisp and upstanding and cloudy), got it wet

in a thunder-shower, and then have to finish off a sunny evening in it—say, at Hurlingham,

THE NOT QUITE HABEMUS DRESS.

Tinold souls have one great pleasure denied them the sturdy-minded. They have the fearful joy of venturing a little way.

There is a pretty woman in Paris who is wearing a skirt so full that she can almost skirt-dance in it.

It is of the finest pleated silk, of striped grey

and brown—soft as chiffon. But on it is a representation in black silk, of trousers—or,

rather, of tap-boots. It sounds extraordinary, but it is really very simple.

The tap-boots consist of two pieces of silk laid on the skirt in either side of the front and extending to the back.

They are joined by a band of black silk at the foot, beneath which the full grey and brown silk witnesses to the eminent propriety of the gown.

About ten inches below the waist the boot-like trimming stops, turning down at one corner to show a tiny silk lining. A little black silk border finishes the dress, with a tiny collar. It is, perhaps, only the cowards of this world who ever feel brave. This seems unfair. A brave man is brave all his life, quite unconsciously.

To wear a dress which looks like a harlot while rejoicing in the propriety of a full skirt, is evidently a device to fill the timid with the exquisite consciousness of being a Light Brigade saving a forlorn hope.

## SUMMER COATS UNLINED.

The fashionable transparent coats are exquisite things.

They are cool, graceful, provide means of endless colour harmonies, and take away the unfinished feeling which usually attends the first warm weather when we go out, as Americans say, "in our waists."

They are also satisfactorily wide in the range of their prices.

Suburban shops, of that particular goodness, which always surprises

dwellers in town by its very creditable reproduction of sartorial novelties, have very useful little garments in silk voile, silk, and gauze, edged with embroidery or silk fringes, from two to five guineas.

In such places as the famous corner-houses of a West-end square, these coats have a different aspect, and their cost is likewise on a different scale.

One has to pay (and it is well worth the money, if one has it) for the invaluable restraint which makes them what they are.

They are, perhaps, composed merely of one year of effort, with a tassel or two, and the small touch of embroidery on the collar. That is all—except love.

## LINE AND COLOUR.

Colour is useful—it can hide a mistake, or point out a success; but what one gets for all the extra money expended on garments made by first-rate houses is that elusive quality—line. Not every well-known house achieves it; but those which do go ahead to wealth and success. On such a thing as a transparent coat, which consists of purple naino—with gold tassels and a little turquoise embroidery round the shoulders, like works of magic, and turns it into a fairy cloak. For neither colour nor texture is enough, if a dress is to mean anything. One may have colour-coloured chiffon, but it will not be cloudy if the line is not right. It is the old doctrine of the power of the fitting. If a garment has the proper relation, no matter what its shape (for line is not quite outline) to the body of the wearer, it will have meaning and beauty. It is this which that most useful person, "the little dressmaker" never achieves; it is this subtle lack which makes her copies of fashionable models worse than useless.—X. and Z. in the Globe.

## LATEST STEAMER MOVEMENTS.

The Philippines Co. str. *Zafiro* left Manila on the 24th inst., and is due here to-day at daylight.

The Bank Line str. *Orteric* arrived at Yokohama from Seattle on the 24th instant, and sailed for Kobe on the 25th inst.

The T.K.K. str. *Nippon Maru* left San Francisco on the 21st inst., and is due to arrive at Hongkong on the 18th prox.

The T.K.K. str. *Nippon Maru* is due to arrive at San Francisco on the 29th inst.

The T.K.K. str. *Kiyo Maru* arrived at Honolulu on the 24th instant from South America, and is due to arrive at Hongkong on or about 1st August.

The T.K.K. str. *Bujo Maru* sailed from Calico on the 20th inst. for Valparaiso.

The T.K.K. str. *Hongkong Maru* leaves Moji on the 26th instant for South America.

The O.S.K. str. *Canada Maru* left Tacoma for this port via Japan and Shanghai on the 10th instant, and is due here on the 13th prox.

The P. & O. S. N. Co.'s str. *Palermo* left Singapore for this port on the 26th instant, at 9:30 a.m., and is due here on the 31st instant, at about 6 a.m.

## PRINTING WORKS.

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WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

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## WEATHER REPORT.

On the 26th at 11:55 a.m.—The barometer has risen on the E. to N.E. coast of China, and fallen over the Sea of Japan.

The depression lying over the Yellow Sea yesterday has reached the neighbourhood of Vladivostok.

An area of low pressure still extends from Tongking across S. China to the Eastern Sea.

Pressure is relatively high over the Pacific to the East of Japan, and over the South part of the China Sea.

Fresh strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Shanghai.

Astrea, 2nd class cruiser, 3,560 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. R. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lyons, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.

Fiora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt.-Comdr. M. B. R. Blackwood, Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 2,000 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.

Art, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lt.-Comdr. Hon. Guy Stopford, Hongkong.

Artur, armoured cruiser, 9,800 tons, 10 guns, 12,000 i.h.p., Captain S. St. J. Farnham, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 10 guns, 12,000 i.h.p., Captain J. Nicholas, Hongkong.

Lieut.-Comdr. T. J. S. Lyne, Yangtsze.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, Sandakan.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Woosung.

Moonbeam, armoured cruiser, 9,800 tons, 10 guns, 12,000 i.h.p., Captain L. E. Power, M.V.O., Hongkong.

Princess Charlotte, 2nd class cruiser, 3,560 tons, 8 guns, 7,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Raven, receiving ship, 4,650 tons, 6 guns, 12,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Sir Edward, receiving ship, 4,650 tons, 6 guns, 12,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Snipe, receiving ship, 4,650 tons, 6 guns, 12,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, 12,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Teal, receiving ship, 4,650 tons, 6 guns, 12,000 i.h.p., Captain E. Power, M.V.O., Hongkong.

Teal, gunboat, 150 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. R. J. Buchanan, Yangtsze.

Thistly, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Donman, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Denman, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Drake, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Georgina, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Hebe, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

Leander, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. J. F. Foote, Weihaiwei.

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## SHIPPING

## ARRIVALS

CYAN MARS Japanese str., 5,068. M. Tezawa, 25th June—Moji 20th June. General Maits—Nippon Yusen Kaisha, CHONGMING, British str., 1,259. V. McLiddell, 26th June—Tientsin and Ports 18th June. General Jardine, Matheson & Co. CHINKING, British str., 25th June—Canton. CHIANGSAO, British str., 1,426. M. Gandy, 26th June—Shanghai and Swatow 25th June. General—Jardine, Matheson & Co. DECLATION, British str., 4,460. G. Moir, 24th June—Singapore 20th June. General—Butterfield & Swire. EKATERINOBURG, Russian Volunteer Fleet, 6,870. Miller, 26th June—Vladivostock, China.

GREGORY APCAR, British str., 2,961. S. H. Belson, 26th June—Calcutta 11th June. Peung 17th June and Singapore 20th June. General—David Sisson & Co. HAMPSHIRE, British transport, 3,768. C. M. Lock, R.I.M., 25th June—Chingking. HELEN RICKMANS, German str., 3,235. J. Sanders, 26th June—Enden 14th July. General—Order. HONGKONG, French str., 739. A. Corneliussen, 26th June—Halifax 24th June. Kice—A. R. Marti.

INDRADEVI, British str., 1,345. W. H. Lee, 26th June—New York 10th May. General—Jardine, Matheson & Co. KIANG PING, Chinese str., 1,222. U. Udden, 26th June—Chinkiang 20th June. General—Chinese.

LINAN, British str., 1,351. C. C. Williams, 26th June—Shantung 22nd June. General—Butterfield & Swire.

ONDA, British str., 1,737. A. J. Smith, 25th June—Chingking 19th June. General—Chinese Engineering & Mining Co.

PATHAN, British str., 3,176. E. A. Charlton, 26th June—Shanghai 21st June. General—Doddwell & Co.

PRAHANG, German str., 1,021. Mangolden, 26th June—Bangkok 16th June. General—Butterfield & Swire.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
26th June.

CYAN MARS Japanese str. for Singapore.  
HAILOU, British str. for Shantung.  
MEXICO MARU Japanese str. for Keelung.  
SANDWICH, British str. for Amoy.

## DISPACHES

26th June.

ALDERNAM, British str. for Australia.  
ANGINT, German str. for Bangkok.  
CARL DIEDERICHSSEN, Ger. str. for Haiphong.  
CHIANGSAO, British str. for Canton.  
DECLATION, British str. for Shanghai.  
FOOKSAO, British str. for Singapore.  
HANOI, French str. for Haiphong.  
LINAN, British str. for Canton.  
PALESTINE, British str. for Batavia.  
TELEMACHUS, British str. for Saigon.

## SHIPPING REPORTS

The British str. *Iluan* reports: Fresh S.W. monsoon. The Japanese str. *Cyan Mars* reports: S.W. fresh breeze from Formosa Strait to port, and strong E.N.E. current; fine and cloudy weather on the Coast of China; rainy in Eastern sea.

## PASSENGERS

Arrived  
Per *Heisen Reise*, from Enden, Messrs. Rickmers and Schafrau.  
Per *Gregory Apcar*, from Calcutta, Mr. A. H. Brown, Mr. J. S. Mallard, and Mrs. Morris.

## DEPARTED

Per *Mandarin*, for San Francisco, Mr. R. J. Allen, Mr. and Mrs. D. M. Thomas and two children, Mr. J. M. Alvis, Mr. P. R. Nelson, Mr. R. Johnson, Mr. J. F. English, Mr. and Mrs. G. H. Bush, Mr. W. H. Baugh, Mrs. M. Fitzgerald, Mrs. E. Fitzgerald, Mr. Karl J. Hobing, Mr. and Mrs. V. L. Beck, Col. and Mrs. F. G. Hodges, U.S.A., Miss E. Montoya, Mr. C. J. Meyer, Mr. Gee, Tolson, Mr. M. Goncalves, Mr. F. Goncalves, Mr. and Mrs. F. Matthiessen and son, Masters F. G. D. and I. Matthiessen, Miss G. Warner, Mrs. A. Gregson, Miss E. S. Dryer, Mr. H. E. Gibson, Hon. Mr. and Mrs. J. E. Lyons, Mr. and Mrs. G. A. C. Chevallier, Mr. and Mrs. C. H. Biggs and infant, Mr. J. M. Updike, Miss William, Miss M. E. Parsons, Miss Plowman, Mr. and Mrs. Young, Dr. J. T. Grose, Mr. G. C. Coyle, Mrs. Gee, W. Coleman, Mr. M. E. Pidgeon, Mr. W. A. Fletcher, Mr. C. Wurm, Mr. L. S. Lyons, Jr., Capt. A. Akin, Higgins, Mr. C. Schwartz, Mrs. J. M. Walsh, Mr. B. T. L. Boothroyd, Mr. and Mrs. A. B. Gilby, Mr. E. W. Beckham, Mr. de Gruyter, Mr. and Mrs. O. Strickmeyer, Mr. Thos. van Hunt, Mrs. J. B. F. Underhill and infant, Mr. H. MacNider, Mr. E. A. Manzer, Miss V. Mann, Miss D. Munro, Misses G. J. Simpson, Mr. C. Teas, C. E. Lyman, F. Croker and H. Lovelock, Mrs. McE. 2 children and infant, Mr. J. Ogden, Mrs. J. Stichell, Lt.-Col. and Mrs. R. Gamble, Mr. L. E. Phillips, Miss Russell, Mrs. J. S. Yale, Miss D. F. Tinker, Mr. L. Glass, Dr. F. W. Shepardson and Mr. C. G. Johnston.

## EXPECTED

Per *American Mail* due here about 1st July, from London on 20th May—For Hongkong, Dr. C. H. Taylor, for Shanghai, Miss Kew, Miss Kates and Mrs. Moon, for Yokohama, Miss Buckridge, Dr. Simpson, and Mrs. C. W. Mead.

## VESSELS EXPECTED

THE AMERICAN MAIL. The P.M.S.S.C. str. *Mongolia* sailed from San Francisco on the 6th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila and is due to arrive at Hongkong on the 10th prox.

THE AUSTRALIAN MAIL. The F. & A. str. *Empire* left Sydney on the 13th instant for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL. The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C. for Hongkong (via usual ports of call), on the 21st instant a.m.

THE GERMAN MAIL. The I.G.M. str. *Princess Alice* carrying the German Mails with dates from Berlin of the 31st ult., left Singapore on the 23rd inst., at 5 p.m., and may be expected here to-day at noon.

## MERCHANT STEAMERS

The H.A. Linie's str. *Spezia* left Singapore on the 21st inst. p.m., and may be expected here to-day a.m.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai via Foochow on the 23rd inst., at 6 p.m. and may be expected here to-day at 4 p.m.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 27th ult., and is due here on or about the 3rd prox.

The Barber Line str. *Satsuma* left New York on the 10th instant for Hongkong and Far East.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	On 29th inst., at 5 P.M.
LONDON, &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 8th July, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NURIA	Brit. str.	—	F. J. Fox	JARDINE, MATTHESON & CO., LTD.	About 11th July.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Cochrane	HAMBURG-AMERICA LINE	About 11th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Girsteinbein	HAMBURG-AMERICA LINE	On 9th July.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISAGNA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 7th Aug.
VANCOUVER & HAMBURG VIA STRAITS, &c.	SIAVONIA	Ger. str.	k. w.	Faus	HAMBURG-AMERICA LINE	On 8th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SHIACHTI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 9th July, at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAKAWA MARU	Jap. str.	—	E. Malchow	MELCHERS & CO.	On 19th July, at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	NAFLES	E. F. FERDINAND	—	B. Cobol	SANDER, WIELER & CO.	To-morrow, at Noon.
TRISTE, &c., VIA SINGAPORE, &c.	PATHAN	Brit. str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	To-morrow, at 2 P.M.
NEW YORK	LOVAT	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	About 23rd inst.
BOSTON & NEW YORK	MONTREAL	Brit. str.	1 m.	K. Noda	CANADIAN PACIFIC R. CO.	About 7th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	Iriizawa	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SINGAPORE, &c.	MEXICO MARU	Jap. str.	—	J. Mathie	OSAKA SHOSEN KAISHA	On 12th July, at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	CHICAGO MARU	Jap. str.	—	W. W. Greene	NIPPON YUSEN KAISHA	On 13th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMIA MARU	Jap. str.	—	THE BANK LINE, LIMITED	PACIFIC MAIL S.S. CO.	On 15th Aug., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	ALMA MARU	Jap. str.	—	TOYO KISEN KAISHA	PACIFIC MAIL S.S. CO.	On 16th Aug., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	LUCEMAR	Am. str.	—	PORTLAND & ASIATIC S.S. CO.	PACIFIC MAIL S.S. CO.	On 17th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	HERCULES	Brit. str.	1 m.	R. Wilson	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	NIKKO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst.
VICTORIA, B.C. & SEATTLE VIA MANILA	KUMANO MARU	Jap. str.	—	E. Branning	NIPPON YUSEN KAISHA	On 4th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	PRINZ SIGESTUND	Ger. str.	—	F. Faus	NIPPON YUSEN KAISHA	On 6th July, A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Winckler	TOYO KISEN KAISHA	On 15th Aug., at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	KUMANO MARU	Jap. str.	—	H. Takeda	JARDINE, MATTHESON & CO., LTD.	On 12th July, at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	IVO MARU	Jap. str.	—	V. McLennan-Liddle	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	KIYO MARU	Jap. str.	—	E. Hooker	JARDINE, MATTHESON & CO., LTD.	About 23rd inst.
VICTORIA, B.C. & SEATTLE VIA MANILA	ASAYAE	Brit. str.	—	P. Grosch	MELCHERS & CO.	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	SILESIA	Brit. str.	k. w.	S. H. Elson	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	YEDDO	Swed. str.	—	Faus	DAVID SASSON & CO., LTD.	On 1st July.
VICTORIA, B.C. & SEATTLE VIA MANILA	COLONIAS MARU	Jap. str.	—	D. C. Gregor, R.N.R.	HAMBURG-AMERICA LINE	On 1st July, at M'right
VICTORIA, B.C. & SEATTLE VIA MANILA	TAIODAS	Jap. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 2nd July, at D'light
VICTORIA, B.C. & SEATTLE VIA MANILA	SOSHU MARU	Jap. str.	—	G. W. Cockman, R.N.R.	BUTTERFIELD & SWIRE	On 6th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	DAIGI MARU	Jap. str.	—	Solmer	BUTTERFIELD & SWIRE	On 12th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	NINOTO	Jap. str.	—	Edy	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	NANCHANG	Brit. str.	1 m.	J. S. Robertson	DOUGLAS LAPRAK & CO.	On 30th inst., at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	HAITAN	Brit. str.	2 h.	J. S. Ranch	DOUGLAS LAPRAK & CO.	On 2nd July, at 10 A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	HATCHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAK & CO.	On 2nd July, at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	HAIMUN	Brit. str.	1 m.	J. W. Evans	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	SUNGKANG	Brit. str.	—	H. Mathias	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	TAMING	Brit. str.	—	Ponofather	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & CO.	On 30th inst., at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	TEAN	Brit. str.	1 m.	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 2nd July, at 10 A.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	YUENSANG	Brit. str.	—	P. H. Rolt	JARDINE, MATTHESON & CO., LTD.	On 2nd July, at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	RUBI	Am. str.	—	S. Crosby	SHEWAN, TOMES & CO.	On 10th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	KAFONG	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 11th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA MANILA	CEREMON MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	To-day.
VICTORIA, B.C. & SEATTLE VIA MANILA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATTHESON & CO., LTD.	On 1st July, at Noon.
VICTORIA, B.C. & SEATTLE VIA MANILA	TILATJAP	Dut. str.	—	Rooij</		

## PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
VIA SINGAPORE, PE.	CEYLON	15 P.M., 29th June	Freight only
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. E. A. Baker	June	
SHANGHAI, MOJI, KOBE, SYRIA	D'light, 2nd July	Freight and Passage.	
SHANGHAI, ASSAYE	About 6th July	Freight and Passage.	
LONDON via USUAL PORTS	DELTA	Noon, 8th July	See Special OF CALIFORNIA
LONDON and ANTWERP	NUBIA	About 11th July	Freight and Passage.
VIA SINGAPORE, PE.	NUBIA	Capt. F. J. Fox	
NANG, COLOMBO, PORT SAID and MARSEILLES		July	

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th June, 1911.

## CHINA NAVIGATION CO., LTD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY & CHINKIANG	"NINGPO"	On 27th June, 3 P.M.
MANILA, CEBU and ILOILO	"FAMING"	On 27th June, 4 P.M.
SWATOW, WEIHAIWEI, CHEKIANG	"NANCHANG"	On 29th June, 4 P.M.
POO and NEWCHIANG	"LINAN"	On 29th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 1st July, M'night
SHANGHAI	"SUNGKIANG"	On 2d July, Noon
MANILA, CEBU and ILOILO	"TEAN"	On 4th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.
TIENTSIN	"HUICHOW"	On 8th July, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July, 4 P.M.
S.S. "LINTAN" and S.S. "SANUL"		Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "FAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

EE SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai twice weekly, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.-Passengers must embark before Mid-night of SATURDAY, for the SUNDAY Morning sailings. A.C. & lunch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. FARE, £45 SINGLE and £20 RETURN. For Freight or Passage apply to

BUTTERFIELD & SWINEY,  
AGENTS. Hongkong, 27th June, 1911.

### INDO-CHINA S. NAV. CO., LTD.

#### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Thursday, 29th June, 4 P.M.
TIENTSIN	"CHEONGSHING"	Friday, 30th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 1st July, Noon
MANILA	"LOOONGSANG"	Saturday, 1st July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 6th July, 2 P.M.

#### RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS). The Steamers "KUTSANG," "NAMSANG" and "FOOTSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking cargo on through Bills of Lading to Yangtze Ports, Tsinling, Weihaiwei, Chinkiang, Nienhsien & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS. Hongkong, 27th June, 1911.

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## HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPF-SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Routes to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

#### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

#### HOMeward.

FOR HAVRE & HAMBURG:	S.S. SLEZIA	1st July
FOR ROTTERDAM & HAMBURG:	S.S. AMBRIA	12th July
FOR HAVRE & HAMBURG:	S.S. ALESIA	23rd July
FOR HAVRE & HAMBURG:	S.S. SENEGAMBIA	9th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. SUEVIA	25th Aug.
For Further Particulars, apply to—		6th Sept.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 9th June, 1911.

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## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### FOR

### SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

#### STEAMERS CAPTAIN LEAVING.

"HAITAN" ...	Capt. J. S. Roach	TUESDAY, 27th June, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore	FRIDAY, 30th June, at 11 A.M.
"HAIMUN" ...	Capt. J. W. Evans	SUNDAY, 2nd July, at 10 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.  
Hongkong, 26th June, 1911.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE:

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)  
STEAMERS TONS CAPTAIN DATE OF SAILING  
• CHIYO MARU ... 21,000 ... W. W. Greene ... FRIDAY, June, 30th, Noon.  
• AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, July 1st, Noon.  
• TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, July 23rd, Noon.  
• NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, Aug. 16th, Noon.  
+ Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILEAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS TONS CAPTAIN DATE OF SAILING  
KIYO MARU ... 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, Noon.  
BUYO MARU ... 10,500 ... K. Hashimoto ... SATURDAY, Oct. 14th, Noon.  
HONGKONG MARU ... 11,000 ... H. Hinokuma ... WED'DAY, Dec. 13th, Noon.

FARES FROM HONGKONG,  
TO SAN FRANCISCO ... £45.00, Single  
" " ... £60.00, " "  
" " ... £71.10, " "  
" " ... £120.00, Return 6 Months  
" SALINA CRUZ or MANZANILLO Yen. 420.00, Single  
" VALPARAISO ... Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted upon Application and/or Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul General, Consul and Vice-Consul stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, European Officials in the Services of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

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